

General Comments

Many of the comments received did not specify a preferred alternative. Comments instead focused primarily on construction, traffic capacity, and cost.

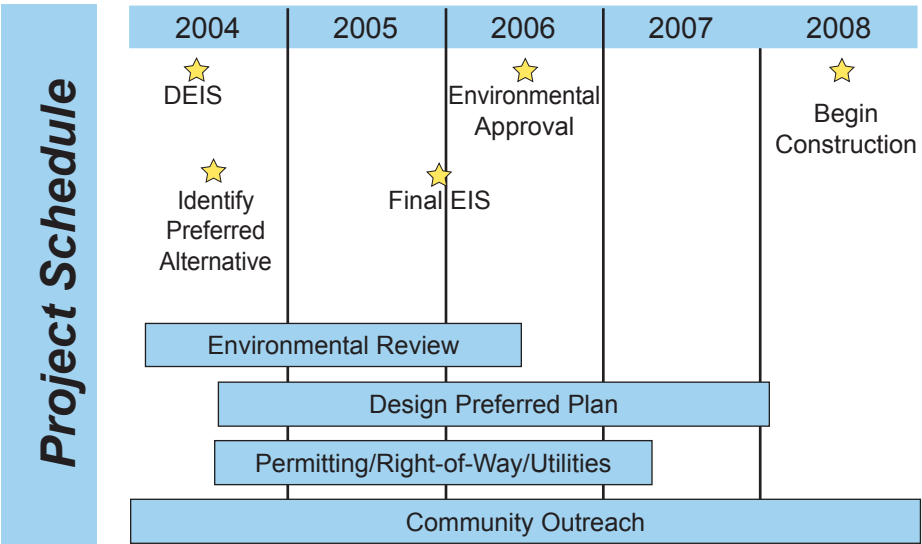
Some members of the public requested taking down the viaduct and not replacing it. Suggestions were made to spend money on improvements to the larger transportation system.

What are we going to do with these comments?

The project team is reviewing the comments and will respond to them in the Final EIS. Based on the project’s purpose and need and comments received, FHWA, WSDOT and the City of Seattle will evaluate the alternatives and pick a preferred alternative to use in the final design.

Where to go for more information:

Alaskan Way Viaduct and Seawall Replacement Project
c/o Washington State Department of Transportation
999 Third Avenue South, Suite 2424
Seattle, WA 98104
Project Hotline: (206) 269-4421
<http://www.wsdot.wa.gov/projects/Viaduct/>

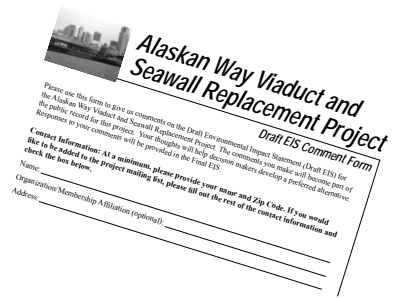


Americans with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodation of any type may contact Sarah Ferguson at (206) 382-5287/fergusa@wsdot.wa.gov. Persons who are deaf or hard of hearing may call WA State Telecommunications Relay Service (TTY) at 711. **Title VI:** WSDOT assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin and sex in the provision of benefits and services. For language interpretation services please contact WSDOT at (206) 382-5287. It is necessary to speak limited English so that your request can be appropriately responded to. For information on WSDOT’s Title VI Program, please contact the Title VI Coordinator at (360) 705-7098.



June 2004

Alaskan Way Viaduct and Seawall Replacement Project
Draft Environmental Impact Statement
Comment Summary



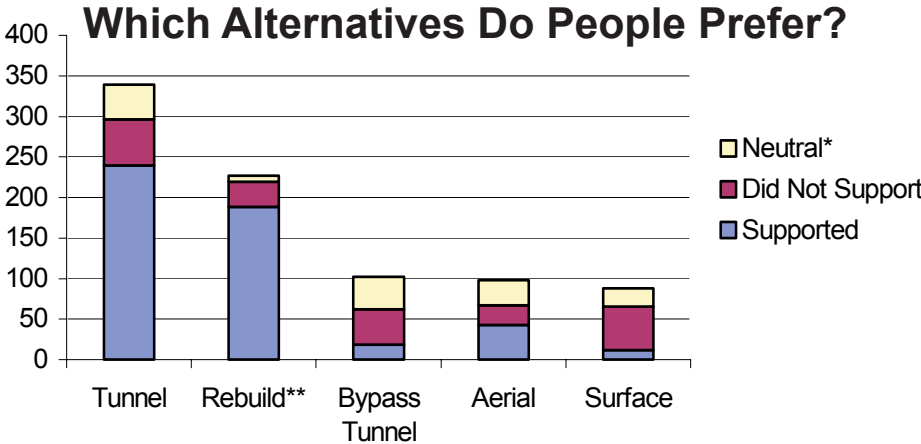
What’s black, white, and read all over?

The Alaskan Way Viaduct and Seawall *Draft Environmental Impact Statement!*

Over 830 individuals, businesses, community groups, tribes, and public agencies submitted over 650 comments on the Draft Environmental Impact Statement (EIS) (some comments had multiple signatures). Some read it online at the project’s website and filled out a comment form. Others visited their local library and neighborhood service center and left comments on the project’s hotline. We had many attend one of three public hearings held in the corridor and give their comments verbally to a court reporter. Many others ordered a complete copy of the Draft EIS and its 25 technical reports to read at home or the office and sent comments by postal mail. Whatever way the public read and commented on the Draft EIS, we heard many opinions, great new ideas, and lots of praise and criticism. A summary of what we heard is included inside...read on!

Comments Submitted Via...	Number of Comments
E-mail	76
Online comment form	327
Hotline	19
Mail	90
Leadership Group open house	3
Public hearings (3)	148

Which Alternatives Do People Prefer?



*Neutral represents comments that referenced the alternative but did not take a position.
**The total number in support of Rebuild includes 119 signatures on a petition. This petition was in support of any alternative that maintained an aerial structure.

Why do people favor the Tunnel Alternative?

- The Tunnel Alternative provides an opportunity to redevelop the central waterfront with less traffic and noise.
- It creates a connection between downtown and the waterfront while maintaining traffic capacity.
- The Tunnel Alternative provides a safer environment for pedestrians, bicyclists, and transit riders along the waterfront.
- The long-term benefits for the waterfront and Seattle are worth the higher cost.

Why do people favor the Rebuild Alternative?

- They want to keep the views while driving on the viaduct.
- The Rebuild Alternative keeps today’s connections to downtown, West Seattle, and north Seattle.
- The same number of cars and trucks as today will be able to use the viaduct.
- They believe the Rebuild Alternative will cost less than the other options.

Why do people favor the Bypass Tunnel Alternative?

- Most of the viaduct traffic is below the surface while the cost is lower than the full six-lane tunnel alternative.
- It’s an opportunity to make a more people-friendly waterfront.
- The Bypass Tunnel Alternative removes the physical and visual obstruction of the viaduct.

Why do people favor the Aerial Alternative?

- They want to keep the views while driving on the viaduct.
- With a widened structure, the same number of, or more, cars and trucks as today will be able to use the viaduct.
- With wider lanes and shoulders, drivers will be more safe than today.
- The Aerial Alternative keeps today’s connections to downtown, West Seattle, and north Seattle.

Why do people favor the Surface Alternative?

- The construction duration is less than the other alternatives.
- Cost is the lowest of all the alternatives.

“I strongly believe in the tunnel alternative. Even though it is the most expensive, it would tie together the waterfront with downtown and create a more tourist friendly area which would help the economy in the long run and therefore make the money well spent.”

“It seems to me the rebuild is the best alternative. It is one of the lower costing options and it moves the most traffic.”

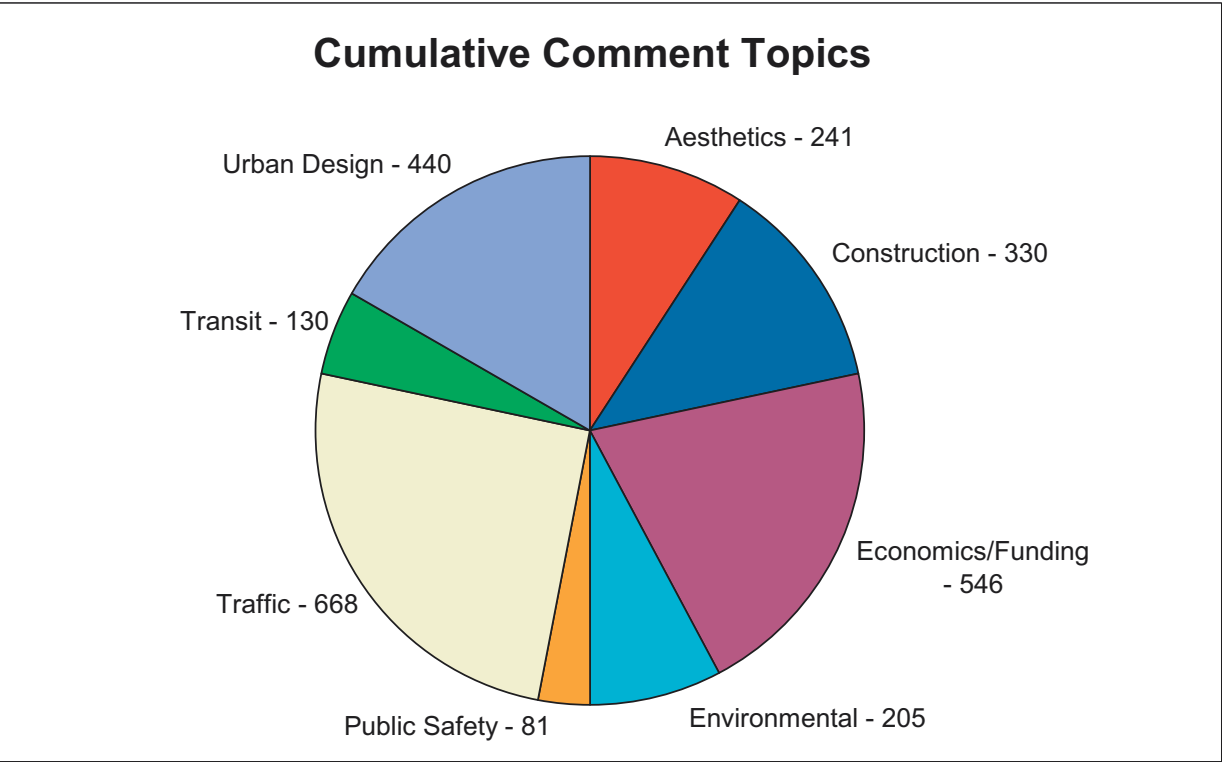
“I find the bypass tunnel to be the best solution because it provides an express route underground for thru traffic and maintains a manageable surface.”

“With public access shoreline and views shrinking as fast as you can say apartment - note that the view from the aerial structure is the best in town.”

“I prefer a surface alternative as the least costly. Engineering projects are too expensive for the current economy.”

What Were People’s Common Themes?

While not everyone we heard from agreed on what should replace the viaduct, there were some common themes and questions that we will answer as the project moves forward.



What Will It Look Like When It’s Done?

A number of comments focused on traffic capacity, with requests to maintain or increase the number of vehicles in the corridor. Some feel that alternatives that maintain or increase capacity are the only solution, while a smaller number feel a decrease in capacity would encourage other transportation choices such as buses and trains.

The waterfront today is a place for freight, cars, transit, businesses, residents and tourists. Almost everyone we heard from is interested in those uses continuing and the waterfront becoming even more of a public place. Riding bicycles, walking along the water, and playing in a new park were just a few of the activities people want to see more of on the waterfront. In addition, businesses asked us to maintain the economic vitality of downtown and ensure that parking remained so customers can access their locations easily and conveniently.

How Do We Make It Through Construction?

Almost everyone is concerned about construction and we agree that it is one of the most critical challenges the project faces. We heard that people are concerned about where the traffic on the viaduct today will go during construction. Some felt that it was important to provide for some traffic to move north-south along the corridor. Others asked us to close the corridor completely if that would speed up construction.

For those who have to live and work next to the construction, many questions were asked about how employees, customers, and residents will get to and from their destinations. Many asked us to start working with them now to develop plans for everyone to make it through construction.